2015 TRAILERING GUIDE

CHEVROLET

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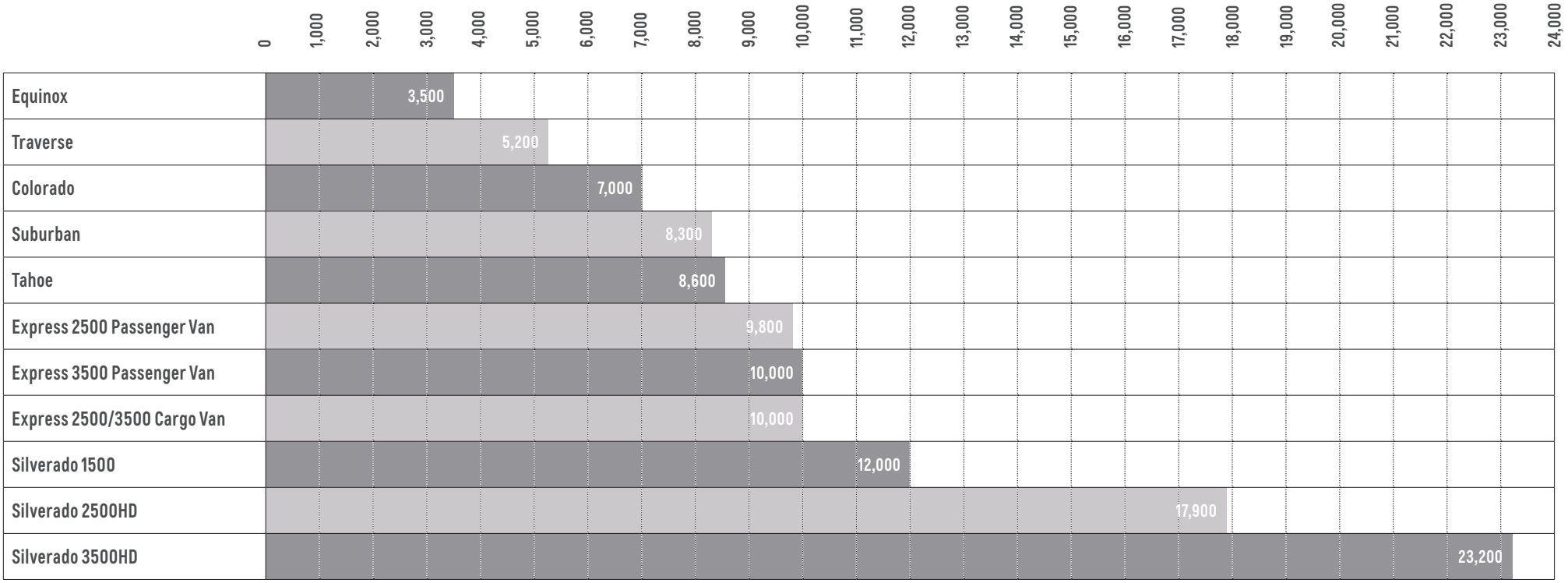
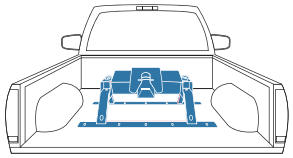
02 SELECTING A VEHICLE/MAXIMUM TRAILER WEIGHT RATINGS (LBS.)[1]

The chart below gives you an idea of the maximum amount of weight you can confidently and safely trailer with different Chevrolet models when your vehicle is properly equipped. When determining the total weight of trailer and cargo, include the weight of any additional passengers and optional equipment (driver weight and base equipment are already included). See pages 09–15 for maximum trailer weight ratings by specific model.

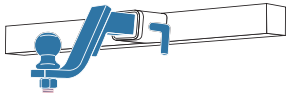


1 *Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.*

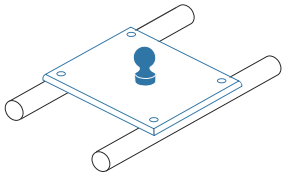
Hitch Ball on Step-Bumper



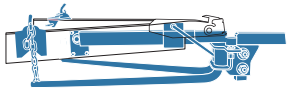
Fifth-Wheel Hitch



Hitch Ball on Draw Bar



Gooseneck Hitch



Weight-Distributing Hitch with Sway Cover

SELECTING THE RIGHT HITCH Choosing the right hitch and making the proper electrical connections affects how your vehicle handles, corners and brakes, and allows you to alert other drivers of your intentions. Before selecting a hitch or trailering package, you should be familiar with the weight ratings specific to your Chevrolet vehicle, which are detailed on pages 09–13.

SELECTING TRAILERING EQUIPMENT Most Chevrolet vehicles offer a variety of standard and available equipment for enhanced trailering performance. Aside from the equipment described below, features such as heavy-duty cooling and extendable trailering mirrors may be available. See your Chevrolet dealer for more information on the model you're interested in.

WEIGHT-CARRYING HITCH This consists of a hitch ball mounted to a step-bumper or draw bar. Hitch balls are available in a range of sizes. Make sure that the diameter of your hitch ball matches your trailer coupler. Also check that the ball meets or exceeds the gross trailer weight rating.

WEIGHT-DISTRIBUTING HITCH This hitch type distributes the trailer tongue load by using spring bars to shift some of the hitch weight forward onto the tow vehicle's front axle and rearward to the trailer's axles.

FIFTH-WHEEL HITCH AND GOOSENECK HITCH These are designed for heavy trailering. Located in the bed of the truck, these hitches position the trailer's kingpin weight over, or slightly in front of, the truck's rear axle. Fifth-wheel and gooseneck hitches are most frequently used with travel trailers, horse trailers and other large trailers.

HITCHES It's important to have the correct hitch equipment.

- If you'll be towing a trailer that requires a weight- distributing hitch, be sure to use a frame-mounted, weight-distributing hitch[1] and sway control of the proper size
- If you have to make any holes in the body of your vehicle to install a trailer hitch, be sure to seal the holes if you ever remove the hitch. If they're not sealed, dirt, water and deadly carbon monoxide from the exhaust can get into your vehicle

FIFTH-WHEEL TRAILERING Some Silverado models can be equipped with a fifth-wheel or gooseneck trailer hitch.

- Follow the manufacturer's directions for installation, but note that the hitch must be attached to the truck frame. Do not use the pickup bed for additional support. For proper kingpin tongue load distribution and control of the trailer, the hitch must be mounted so the kingpin load is placed (over or slightly) ahead of the rear axle centerline
- Fifth-wheel trailer kingpin loads are higher than conventional trailer tongue loads, so pay careful attention to the truck's payload capacity and rear axle weight ratings
- Your Chevrolet dealer can help you calculate the maximum allowable payload and GVWR required for your fifth-wheel trailering application. The weight of any additional equipment and all passengers other than the driver must be subtracted from the payload weight to determine the maximum kingpin load available

WIRING HARNESS This allows you to connect the electrical components of your trailer, such as turn signals and brake lights, to the trailering vehicle. Select Silverado models and all Suburban and Tahoe models feature a seven-pin wiring harness to streamline hookup of trailer lighting and brakes, and a bussed electrical center makes it easier to connect the integrated trailer brake controller.

TRAILER BRAKES These are required above a 2,000-lb. trailer weight on Silverado, Tahoe and Suburban, and above a 1,000-lb. trailer weight on all other models. The most common trailer braking systems are surge brakes (found primarily on boat trailers) and electric brakes (often used on travel trailers, horse trailers and car haulers). Surge brakes are a self-contained hydraulic brake system on the trailer, activated during deceleration as the trailer coupler pushes on the hitch ball. An electric trailer brake system uses a brake control unit mounted inside the trailering vehicle; it operates by sensing the vehicle brakes and then applying the trailer brakes.

SERIES In general, a higher series number in a model indicates a greater load-carrying capacity. In addition, a vehicle with a higher series number typically has a stronger frame, stiffer suspension and higher-capacity brakes, increasing the vehicle's ability to trailer heavy loads.

1 *Not required on Silverado 2500HD or 3500HD.*

04 TRAILERING BASICS

Towing a trailer involves all major vehicle systems of your Chevrolet vehicle. Easy and safe trailering requires a properly equipped vehicle, additional trailering equipment and an appropriate trailer. It also requires loading both the vehicle and trailer properly, using safe driving techniques, meeting regional legal requirements, and following break-in and maintenance schedules. The vehicle owner is responsible for obtaining the proper equipment (hitch ball, hitch type of the proper size and capacity) required to safely tow both the trailer and the load that will be towed. For more information, consult your Owner's Manual or speak to a trailering expert at your Chevrolet dealer. These charts will assist in determining how to best equip your Chevrolet vehicle for trailering. To help you understand the charts, consider these trailering factors:

RGAWR AND GVWR Addition of trailer hitch weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or doorframe.

GCWR The Gross Combination Weight Rating is the total allowable weight of the completely loaded vehicle and trailer.

TRAILER WEIGHT RATING This rating is determined by subtracting the tow vehicle's weight (curb weight) from the Gross Combination Weight Rating (GCWR). Base vehicle (curb) weight plus driver is used, so additional passengers, equipment and cargo weight reduce this rating.

NOTE The safety steps described here are by no means the only precautions to be taken when trailering. See the Owner's Manual for your Chevrolet vehicle for additional guidelines and trailering tips.

TRAILERING CAUTION If you don't use the correct equipment and drive properly, you can lose control of your vehicle when you pull a trailer. If the trailer is too heavy, your vehicle brakes may be less effective. You and your passengers could be seriously injured. Pull a trailer only after you have read the information in this guide and followed the steps on the following pages.

TRAILER CLASSIFICATION	TYPICAL EXAMPLES	TYPICAL GROSS TRAILER WEIGHT EXAMPLES	TYPICAL HITCH TYPE[1]
Light-Duty (I)	Folding camping trailer, snowmobiles and personal watercraft trailers (trailer and cargo combined)	Up to 2,000 lbs. gross trailer weight	Weight-carrying hitch
Medium-Duty (II)	Single-axle trailers up to 18 ft., open utility trailers and small speedboats	2,001–3,500 lbs. gross trailer weight	Weight-carrying hitch
Heavy-Duty (III)	Dual- or single-axle trailers, larger boats and enclosed utility trailers	3,501–5,000 lbs. gross trailer weight	Weight-carrying hitch[2] or weight-distributing hitch
Extra Heavy-Duty (IV)	Two-horse, travel and fifth-wheel recreational trailers	5,001–10,000 lbs. gross trailer weight	Weight-distributing hitch[2] or fifth-wheel hitch
Maximum Heavy-Duty (V)	Largest horse, travel and fifth-wheel recreational or commercial trailers	10,001 lbs.-and-above gross trailer weight	Weight-distributing hitch,[2] fifth-wheel hitch or gooseneck hitch

1 Represents minimum recommended hitches. Please refer to your trailer's Owner's Manual or ask your Chevrolet dealer. 2 Not required on Silverado 2500HD or 3500HD.

05 IMPORTANT INFORMATION ABOUT TRAILERING

The information below is intended to give you some details about the trailer ratings on your vehicle and a way to ensure that the vehicle you use can handle the load you want to pull.

TRAILER WEIGHT RATINGS AND GROSS COMBINATION WEIGHT RATINGS Chevrolet engineers perform extensive testing of acceleration, handling, braking, and thermal and structural performance to determine the Gross Combination Weight Rating (GCWR) and the trailer weight rating for your vehicle. The GCWR is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and conversions. You should not exceed the GCWR of your vehicle when you tow a trailer.

Chevrolet also calculates and publishes a trailer weight rating for each model or series of Chevrolet vehicles for comparison purposes. The trailer weight rating is not specific to an individual vehicle and is most useful for comparing product lines to one another to help you select a product that will meet your needs. When you buy a vehicle, you should ensure that the total load (including passengers, cargo and equipment) you intend to pull with it will be less than the trailer weight rating of the vehicle.

Because the trailer weight rating is calculated for a line of vehicles, rather than an individual load situation, some standardized assumptions are made when calculating the trailer weight rating. First, the base curb weight of that type of vehicle is used (the weight of a standard equipped vehicle without any options). Second, it is assumed that there is only one person in the vehicle (the driver) who weighs 150 lbs. Third, it is assumed there is a certain tongue weight for the load (a tongue weight is the weight of only the tongue of the loaded trailer). For conventional trailering, a tongue weight that is 10% of the loaded trailer weight is used. For fifth-wheel/gooseneck trailering, a tongue weight that is 16.7% of the loaded trailer weight is used.

HOW TO KEEP YOUR LOAD WITHIN THE CAPABILITIES OF YOUR VEHICLE To be sure that your trailering combination is appropriate for your vehicle, you must first obtain the weight of your specific vehicle, with all the optional equipment you ordered. You can take your vehicle to a weigh station to get this figure, or you can see your dealer who can help you calculate this figure based on the weight of the options you ordered. You can then subtract the weight of your vehicle from the GCWR. The difference between the two is the capacity you have available for your cargo, passengers, trailer, load and any other equipment you might use to set up your trailer. Put another way, your GCWR should always be greater than or equal to the weight of your vehicle, passengers, cargo, trailer (with equipment) and load.

It is also important that your vehicle and your trailering combination do not exceed the tongue weight, Gross Vehicle Weight Rating (GVWR) or Rear Gross Axle Weight Rating (RGAWR) limitations for your vehicle. The only way to be sure to not exceed any of these ratings is to weigh the tow vehicle and trailer combination, fully loaded for the trip, getting individual weights for each of these items. This can be done at a weigh station with a multi-platform scale.

The tongue weight for your trailer is the downward force of the coupler of the trailer on the vehicle hitch. You can calculate the tongue weight by placing the tongue of the trailer on an appropriate scale. For conventional trailering, the tongue weight should be 10% to 15% of the loaded trailer weight. For fifth-wheel/gooseneck trailering, the tongue weight should be 15% to 25% of the loaded trailer weight.

The GVWR is the maximum amount the vehicle itself should weigh, including the as-equipped weight of the vehicle plus the cargo, passengers and trailer tongue weight. Put another way, the GVWR should always be greater than or equal to the weight of your vehicle, passengers, cargo and tongue weight.

Finally, the RGAWR is the maximum allowable weight the rear axle can carry. You can weigh your fully loaded vehicle and trailer at a multi-platform weigh station to determine the weight on the rear axle of the vehicle and ensure that you do not exceed the RGAWR. You can find both the GVWR and the RGAWR on the Certification/Tire label, which is found on the rear edge of the driver door.

BEFORE YOU TRAILER

SAFETY CHAINS Always attach safety chains between your vehicle and your trailer and cross them under the tongue of the trailer so that the tongue will be less likely to drop if the trailer should separate from the hitch. Leave enough slack in the chains so you can corner without the chains impeding the movement of the trailer. Do not allow safety chains to drag on the ground.

LOADING YOUR TRAILER Load your trailer to attain a 10%–15% tongue weight. A good rule of thumb is to distribute 60% of the load over the front half of the trailer and evenly from side to side. Loads sitting either too far forward or too far back in the trailer can create unstable trailering conditions —such as trailer sway — at highway speeds and during heavy braking. Once the trailer has been loaded and the weight is distributed properly, all cargo should be secured to prevent the load from shifting.

SAFETY CHECKLIST Before starting out on a trip, double-check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains, and vehicle and trailer lights. Make sure that a sway-control device is installed, if required, and that the device is working properly (see charts on pages 09–14). Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly. Check to see that the breakaway switch, if available, is connected and functioning properly. Finally, make certain that all loads are secure.

ON THE ROAD

ACCELERATING/BRAKING Avoid overworking your engine when trailering by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead of you for every 10 mph of speed. When braking, use firm, steady pressure on the brake pedal.

CONTROLLING TRAILER SWAY Sway refers to instability of the trailer relative to the tow vehicle, and often results from improper weight distribution, excessive speed or overloading. Other factors that can cause sway are crosswinds, poor vehicle maintenance and road conditions. Trying to steer out of sway will likely make it worse. Speed is a major contributor to trailer sway, so you need to slow the vehicle — braking, however, could lead to a jackknife or other loss of control.

TO CONTROL SWAY

- Hold the steering wheel as steady as possible
- Release the accelerator but do not touch the brake pedal
- Activate electric trailer brakes (if equipped) by hand, until the sway condition stops
- Use the vehicle brakes to come to a complete stop

You should then pull your vehicle to the side of the road and attempt to determine the cause of the instability. Check the cargo load for shifting and improper weight distribution. Check tire pressure on the tow vehicle and trailer and the condition of the suspension and shocks. If the sway was caused by strong winds, wait for conditions to improve before continuing your trip.

Finally, some trailers can be equipped with anti-sway devices. Contact the manufacturer of your trailer for availability.

CORNERING The turning radius of a trailer is typically much smaller than that of your vehicle; therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can also cause the trailer to strike against and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point then firmly turn the steering wheel. By cornering at a wider angle, both the vehicle and trailer should safely clear the inside of the turn.

PASSING When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and, when reentering the lane after passing, make certain your trailer is clear of the vehicle you have passed. Never pass on hills or around curves.

BACKING UP To back up a trailer, place one hand at the six o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly and move the steering wheel in small increments to help maintain control. To assist in backing up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

DRIVING ON GRADES Before going down a steep grade, reduce your speed and shift the transmission into a lower gear. This provides "engine braking" and reduces the need to brake for long periods. Chevrolet crossover, SUV and pickup models equipped with a 6-speed automatic transmission, as well as pickups equipped with the available 8-speed automatic have a grade braking feature in the transmission which can do this for you. See your dealer or Owner's Manual for additional information. When driving up a steep incline, shift to a lower gear for more torque to maintain speed and avoid lugging. Lugging occurs when the vehicle's engine stutters because it needs to be in a lower gear. Crest the hill no faster than the speed at which you want to descend and in the gear you expect will require little braking. Pay attention to your temperature gauges for any signs of overheating.

07 THINGS YOU SHOULD KNOW BEFORE YOU START TRAILERING (CONTINUED)

OVERHEATING Prolonged driving with overheated fluids can cause damage to your vehicle. If temperature gauges register abnormally high, if there is a marked decrease in power or if you hear unusual engine noises, immediately take the following steps:

- Pull your vehicle to the side of the road. Once stopped, shift into Park (automatic transmissions) or Neutral (manual transmissions) and apply the parking brakes. Leave the engine running
- Turn off air conditioning and other accessories to reduce load on the engine. Roll down the windows and turn the heater on to maximum and the fan to its highest setting. The heater core provides a second cooling surface that can help reduce engine temperatures
- If you suspect that the overheating is the result of climbing a long, steep grade, run the engine at fast idle (around 1500 rpm) until the temperature gauge registers a normal reading
- With the vehicle in Park or Neutral, the parking brake engaged, and being mindful of traffic, exit your vehicle and look for steam or leaking coolant underneath the engine.
  If you see either of these, shut off the engine and allow the engine to cool. To avoid being burned, do not attempt to remove the radiator cap until the engine has cooled

PARKING ON GRADES Parking on steep grades with a trailer is not recommended; if you must, follow this procedure:

- Apply the brakes and shift into Neutral
- Have someone place trailer wheel blocks on the downgrade side
- Release the brakes until the blocks absorb the load
- Apply the parking brake and shift into Park

LEAVING YOUR PARKING SPOT ON GRADES

- Hold the brake pedal down and start the engine
- Shift into gear and release the parking brake
- Release brake and drive uphill slightly until free from the blocks
- Apply brakes and have someone retrieve the blocks

08 TRAILERING TECHNOLOGIES

Silverado 3500HD Dually Crew Cab Long Box LTZ 4x4 shown in Brownstone Metallic.

TRAILERING PACKAGE An optional Heavy-Duty Trailering Equipment Package is available for a wide variety of Chevrolet models (and is standard on some Silverado models). The Z82 Package includes a trailer hitch platform and may include other trailering equipment.

TRAILER SWAY CONTROL Working in conjunction with the StabiliTrak® Electronic Stability Control System and integrated trailer brake controller (if equipped), the Trailer Sway Control feature on Silverado (single rear wheel models only), Suburban and Tahoe senses trailer sway and automatically applies the vehicle and trailer brakes and reduces engine power, if necessary, to help you get back on track.

HILL START ASSIST On inclines greater than a 5% grade, Hill Start Assist on Silverado (single rear wheel models only), Suburban, Tahoe, Traverse and Equinox automatically engages to hold the vehicle stationary for about a second, allowing the driver time to press the accelerator before the vehicle can roll backward. It can be extremely helpful when you're stopped on a steep grade with a vehicle two feet from your rear bumper. The available integrated trailer brake controller will also assist with this feature and apply the trailer brakes.

STABILITRAK ELECTRONIC STABILITY CONTROL StabiliTrak, standard on single rear wheel models, improves vehicle stability, particularly during emergency maneuvers. The StabiliTrak control module compares your steering input with the vehicle's actual response and then, if necessary, makes small, individual brake and engine torque applications to enhance control and help you keep on track. StabiliTrak automatically intervenes when it senses loss of lateral traction.

INTEGRATED TRAILER BRAKE CONTROLLER This is optional on Silverado, Suburban and Tahoe. Completely integrated within the electrical system, antilock braking system and StabiliTrak (on SRW models), it allows your trailer's brakes to operate simultaneously with the vehicle's brakes.

REAR VISION CAMERA This available feature is designed to allow the driver to use the navigation radio screen (if equipped) or the rearview mirror to see certain stationary obstacles located behind the vehicle when traveling in reverse at low speeds.

TOW/HAUL MODE Standard Tow/Haul mode on Express, Silverado, Silverado HD, Suburban and Tahoe as well as available Tow/Haul mode on Colorado[1] and Traverse[2] adjusts the shift schedule in the automatic transmission so it isn't "hunting" for the correct gear while towing or trailering.

AUTO GRADE BRAKING Standard on Silverado HD, this feature works with the cruise control to maintain vehicle speed on long, steep grades.

CRUISE GRADE BRAKING Included with the standard 6-speed automatic transmission on Silverado, the cruise grade braking feature automatically downshifts to help slow the truck and preserve your brake pads on long, steep descents.

EXHAUST BRAKE SYSTEM The diesel brake system on Silverado HD works with the available Allison® transmission and the Tow/Haul mode and auto grade braking features. After adjusting for the load and grade, a variable vane geometry turbo creates back pressure to slow the vehicle and help reduce brake use. That means reduced brake fade, prolonged brake life and more confidence when you're pulling 23,200 lbs.[3], especially on steep grades, increasing the vehicle's ability to trailer heavy loads.

AUTOMATIC LOCKING REAR DIFFERENTIAL This GM-exclusive feature sends maximum drive power to the wheel with grip whenever rear-wheel slippage happens. Available on Colorado, Express, Silverado, Silverado HD, Tahoe and Suburban models.

EXTENDABLE TRAILERING MIRRORS These vertical manual-folding and extendable mirrors have 50 square inches of flat mirror surface and 20 square inches of convex mirror surface to help you see what's happening around you. They are available as a factory option on Silverado, Tahoe and Suburban or as a dealer-installed Chevy Accessory.

1 With available 3.6L V6 engine. 2 With available Tow Package. 3 Requires Regular Cab model with available Duramax 6.6L Turbo-Diesel V8 engine and fifth-wheel hitch. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow.

09 SILVERADO CONVENTIONAL TRAILER WEIGHT RATINGS

These charts specify the trailer weight rating for your vehicle equipped with a conventional hitch. The maximum rating for a weight-carrying hitch is listed in the General Trailering Notes below. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

SILVERADO 1500 CONVENTIONAL TRAILER WEIGHT RATINGS[1]

			REGULAR CAB				4-DOOR DOUBLE CAB		CREW CAB			
ENGINE	AXLE RATIO	GCWR[2]	STANDARD BOX 2WD	LONG BOX 2WD	STANDARD BOX 4x4	LONG BOX 4x4	STANDARD BOX 2WD	STANDARD BOX 4x4	SHORT BOX 2WD	STANDARD BOX 2WD	SHORT BOX 4x4	STANDARD BOX 4x4
EcoTec3 4.3L V6	3.42	12,000	–	–	7,600	7,400	–	7,200	–	–	7,100	7,000
	3.23	11,000	6,100	5,900	–	–	5,600	–	5,600	5,500	–	–
EcoTec3 5.3L V8	3.42	15,000	–	9,800	–	9,500	9,500	9,500	9,400	9,400	9,200	9,100
	3.42	14,000	9,000	–	8,700	–	–	–	–	–	–	–
	3.08	12,000	7,000	6,800	6,700	6,500	6,500	6,200	6,400	6,400	6,200	6,100
EcoTec3 5.3L V8 with Max Trailering Package	3.73	16,700	–	–	–	–	11,200	11,000	11,100	11,000	10,900	10,800
EcoTec3 6.2L V8	3.23	15,000	–	–	–	–	9,500	9,200	9,400	9,300	9,200	9,100
EcoTec3 6.2L V8 with Max Trailering Package	3.42	17,500	–	–	–	–	12,000	11,900	12,000	11,900	11,800	11,700

GENERAL TRAILERING NOTES Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and 7-pin and 4-pin sealed connectors at the rear bumper.

TRAILER TONGUE WEIGHT NOTES Trailer tongue weight should be 10% to 15% of total loaded trailer weight up to 1,200 lbs. The addition of trailer tongue weight must not cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR).

1 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 2 Gross Combination Weight Rating.

10 SILVERADO HD CONVENTIONAL TRAILER WEIGHT RATINGS

These charts specify the trailer weight rating for your vehicle equipped with a conventional hitch. (For fifth-wheel or gooseneck ratings, see page 11.) The maximum rating for a weight-carrying hitch is listed in the General Trailering Notes below. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

SILVERADO 2500HD AND 3500HD CONVENTIONAL TRAILER WEIGHT RATINGS[1]

			REGULAR CAB					
ENGINE	AXLE RATIO	GCWR[2]	2500HD LONG BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD LONG BOX 4x4	3500HD LONG BOX 4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	13,000	13,000	14,200	13,000	13,000	13,900
Vortec 6.0L V8	3.73[3]	16,000	9,500	10,100	9,700	9,300	9,800	9,400
Duramax® 6.6L	3.73	24,500	13,000	–	–	13,000	13,000	–
Turbo-Diesel V8	3.73	30,500	–	–	–	–	–	16,000

			4-DOOR DOUBLE CAB							
ENGINE	AXLE RATIO	GCWR[2]	2500HD STANDARD BOX 2WD	2500HD LONG BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD STANDARD BOX 4x4	2500HD LONG BOX 4x4	3500HD LONG BOX 4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	13,000	13,000	13,000	13,800	13,000	13,000	13,000	13,500
Vortec 6.0L V8	3.73[3]	16,000	10,000	9,900	9,700	9,300	9,700	9,600	9,400	9,000
Duramax 6.6L	3.73	24,500	13,000	13,000	13,000	–	13,000	13,000	13,000	–
Turbo-Diesel V8	3.73	30,500	–	–	–	16,500	–	–	–	18,000

			CREW CAB									
ENGINE	AXLE RATIO	GCWR[2]	2500HD STANDARD BOX 2WD	2500HD LONG BOX 2WD	3500HD STANDARD BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD STANDARD BOX 4x4	2500HD LONG BOX 4x4	3500HD STANDARD BOX 4x4	3500HD LONG BOX 4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	13,000	13,000	13,000	13,000	13,700	13,000	13,000	13,000	13,000	13,300
Vortec 6.0L V8	3.73[3]	16,000	9,800	9,700	9,600	9,500	9,200	9,500	9,300	9,400	9,200	8,800
Duramax 6.6L	3.73	24,500	13,000	13,000	13,000	13,000	–	13,000	14,500	13,000	15,000	–
Turbo-Diesel V8	3.73	30,500	–	–	–	–	16,500	–	–	–	–	19,600

GENERAL TRAILERING NOTES A 7-wire trailering harness is standard on Silverado HD models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. An 8-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Heavy-Duty Trailering Equipment Package (Z82).

AUTOMATIC TRANSMISSION MODEL NOTE All automatic transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP).

1 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 2 Gross Combination Weight Rating. 3 Fleet only.

11 SILVERADO HD FIFTH-WHEEL/GOOSENECK TRAILER WEIGHT RATINGS

These charts specify the trailer weight rating for your vehicle equipped with a fifth-wheel or gooseneck trailer. (For conventional ratings, see page 10.) The maximum rating for a weight-carrying hitch is listed in the General Trailering Notes below. Do not exceed the trailer weight rating.[1] For more information, ask your Chevrolet dealer.

SILVERADO 2500HD AND 3500HD FIFTH-WHEEL/GOOSENECK TRAILER WEIGHT RATINGS[1]

			REGULAR CAB					
ENGINE	AXLE RATIO	GCWR2	2500HD LONG BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD LONG BOX 4x4	3500HD LONG BOX4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	14,800	14,600	14,200	14,500	14,300	13,900
Vortec 6.0L V8	3.73[3]	16,000	9,500	10,100	9,700	9,300	9,800	9,400
Duramax 6.6L	3.73	24,500	17,900	–	–	17,600	17,500	–
Turbo-Diesel V8	3.73	30,500	–	–	–	–	–	23,200

			4-DOOR DOUBLE CAB							
ENGINE	AXLE RATIO	GCWR[2]	2500HD STANDARD BOX 2WD	2500HD LONG BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD STANDARD BOX 4x4	2500HD LONG BOX 4x4	3500HD LONG BOX 4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	14,500	14,400	14,200	13,800	14,200	14,100	13,900	13,500
Vortec 6.0L V8	3.73[3]	16,000	10,000	9,900	9,700	9,300	9,700	9,600	9,400	9,000
Duramax 6.6L	3.73	24,500	17,600	17,500	17,500	–	17,300	17,200	17,200	–
Turbo-Diesel V8	3.73	30,500	–	–	–	23,000	–	–	–	22,800

			CREW CAB									
ENGINE	AXLE RATIO	GCWR[2]	2500HD STANDARD BOX 2WD	2500HD LONG BOX 2WD	3500HD STANDARD BOX 2WD	3500HD LONG BOX 2WD	3500HD LONG BOX 2WD DUALLY	2500HD STANDARD BOX 4x4	2500HD LONG BOX 4x4	3500HD STANDARD BOX 4x4	3500HD LONG BOX 4x4	3500HD LONG BOX 4x4 DUALLY
Vortec 6.0L V8	4.10	20,500	14,300	14,200	14,100	14,000	13,700	14,000	13,800	13,900	13,700	13,300
Vortec 6.0L V8	3.73[3]	16,000	9,800	9,700	9,600	9,500	9,200	9,500	9,300	9,400	9,200	8,800
Duramax 6.6L	3.73	24,500	17,900	17,100	17,400	17,300	–	17,100	16,400	17,100	16,900	–
Turbo-Diesel V8	3.73	30,500	–	–	–	–	22,900	–	–	–	–	22,600

GENERAL TRAILERING NOTES A 7-wire trailering harness is standard on Silverado HD models. Where available, the Heavy-Duty Trailering Equipment Package (Z82) provides a trailer hitch platform and a 7-pin sealed connector at the rear bumper. An 8-wire camper/fifth-wheel wiring harness (UY2) is also available and requires the Heavy-Duty Trailering Equipment Package (Z82).

AUTOMATIC TRANSMISSION MODEL NOTE All automatic transmission models are equipped with an engine oil cooler (KC4) and an oil-to-air transmission oil cooler (KNP).

FIFTH-WHEEL/GOOSENECK KINGPIN WEIGHT NOTES
Fifth-wheel or gooseneck kingpin weight should be 15% to 25% of total loaded trailer weight. The addition of trailer kingpin weight cannot cause vehicle to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or doorframe. Fifth-wheel hitch is available as a dealer-installed accessory on select models. See the Trailering Basics for more trailering information.

FIFTH-WHEEL/GOOSENECK TRAILERING NOTES
Silverado HD can be equipped with a fifth-wheel or gooseneck trailer hitch. Follow the manufacturer's directions for installation, but note that the hitch must be attached to the truck frame. Do not use the pickup bed for additional support. For proper kingpin tongue load distribution and control of the trailer, the hitch must be mounted so the kingpin load is placed (over or slightly) ahead of the rear axle centerline. Fifth-wheel trailer kingpin loads are higher than conventional trailer tongue loads, so pay careful attention to the truck's payload capacity and rear axle weight ratings. Your Chevy dealer can help you calculate the maximum allowable payload and GVWR required for your fifth-wheel trailering application. The weight of any additional equipment and all passengers must be subtracted from the payload weight to determine the maximum kingpin load available.

1 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 2 Gross Combination Weight Rating. 3 Fleet only.

12 COLORADO, TAHOE, SUBURBAN, EQUINOX AND TRAVERSE TRAILER WEIGHT RATINGS

COLORADO TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	EXTENDED CAB 2WD	EXTENDED CAB 4x4	CREW CAB 2WD	CREW CAB 4x4
2.5L 4-cylinder	4.10	8,500	3,500	3,500	3,500	3,500
3.6L V6	3.42	12,000	3,500	3,500	3,500	3,500
3.6L V6 with Trailering Package	3.42	12,000	7,000	7,000	7,000	7,000

TAHOE/SUBURBAN TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	TAHOE 2WD	SUBURBAN 2WD	TAHOE 4WD	SUBURBAN 4WD
EcoTec3 5.3L V8 with Max Trailering Package	3.42	14,000	8,600	8,300	8,400	8,000
EcoTec3 5.3L V8	3.08	12,000	6,600	6,300	6,400	6,000

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 600-lb. trailer tongue weight. A weight-distributing hitch and sway control are required for trailer tongue weights greater than 600 lbs.

TRAVERSE TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	FWD	AWD
3.6L V6 VVT DI FWD	3.16	10,250	5,200	–
3.6L V6 VVT DI AWD	3.16	10,450	–	5,200

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 600-lb. trailer tongue weight. A weight-distributing hitch and sway control are required for trailer weights greater than 5,000 lbs.

EQUINOX TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	FWD	AWD
2.4L I-4 SIDI FWD	3.23	5,787	1,500	–
2.4L I-4 SIDI AWD	3.53	5,952	–	1,500
3.6L V6 SIDI FWD	2.77	7,937	3,500	–
3.6L V6 SIDI AWD	2.77	8,157	–	3,500

Weight-distributing hitch and sway control not required.

NOTES ON COLORADO, TAHOE AND SUBURBAN Trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the trailer weight your vehicle can tow. See your Chevrolet dealer for additional details. Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 1,000 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The Heavy-Duty Trailering Package (K5L) includes auxiliary external transmission fluid cooler and engine oil cooler.

NOTES ON EQUINOX Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 350 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires the available Trailering Package.

NOTES ON TRAVERSE Trailer weight ratings are calculated assuming a base vehicle, except for any option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the trailer weight your vehicle can tow. See your Chevrolet dealer for additional details. Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 600 lbs.). Addition of trailer tongue weight must not cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). Maximum trailer weight rating requires the factory-installed Trailering Package.

1 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 2 Gross Combination Weight Rating.

13 EXPRESS PASSENGER VAN AND EXPRESS CARGO VAN TRAILER WEIGHT RATINGS

EXPRESS PASSENGER VAN TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	2500	3500	3500 EXTENDED WHEELBASE
Vortec 4.8L V8	3.42	13,000	6,700	6,700	6,400
Vortec 6.0L V8	3.42	16,000	9,800	9,700	9,300
Duramax 6.6L Turbo-Diesel V8	3.54	17,000	–	10,000	9,700

EXPRESS CARGO VAN TRAILER WEIGHT RATINGS[1]

ENGINE	AXLE RATIO	GCWR[2]	2500	2500 EXTENDED WHEELBASE	3500	3500 EXTENDED WHEELBASE
Vortec 4.8L V8	3.42	13,000	7,400	7,200	7,400	7,100
Vortec 6.0L V8	3.42	16,000	10,000	10,000	10,000	10,000
Vortec 6.0L V8 Compressed Natural Gas (CNG)	3.42	16,000	9,900 (3-Tank)	9,700 (3-Tank)	9,800 (3-Tank)	9,600 (3-Tank)
	3.42	16,000	9,600 (4-Tank)	9,400 (4-Tank)	9,500 (4-Tank)	9,300 (4-Tank)
Duramax 6.6L Turbo-Diesel V8	3.54	17,000	10,000	10,000	10,000	–
	3.54	18,500	–	–	–	10,000

NOTES ON EXPRESS Trailer tongue weight should be 10% to 15% of total loaded trailer weight (up to 1,000 lbs.). Addition of trailer tongue weight cannot cause vehicle weights to exceed Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). The standard base cooling system includes all content required to attain maximum trailer weight rating. No optional cooling equipment is available. The Heavy-Duty Trailering Equipment Package (Z82) includes trailer hitch platform and 7-wire trailer wiring harness.

1 Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 2 Gross Combination Weight Rating.

When using a weight-carrying hitch, the maximum trailer weight is 5,000 lbs. with a 600-lb. tongue weight. A weight-distributing hitch and sway control are required for trailer weights greater than 5,000 lbs.

14 DINGHY TOWING

DINGHY TOWING Many motor home drivers like to dinghy-tow a smaller vehicle as they travel. The chart below shows which Chevrolet vehicles can be dinghy-towed without a dolly or trailer and with all four wheels on the ground. Rear-wheel-drive and all-wheel-drive trucks should not be dinghy-towed. Towed vehicles (or dollies or trailers carrying them) should have a separate functional braking system.

DINGHY TOWING SETUP PROCEDURE Use extra caution whenever towing another vehicle. Do not exceed the towing vehicle's ratings such as the gross combination weight rating (GCWR) by adding the weight of the dinghy-towed vehicle or vehicle damage may result.

SPECIFIC DINGHY TOWING INSTRUCTIONS FOR COLORADO AND SILVERADO 4x4 MODELS WITH A 2-SPEED TRANSFER CASE (WITH A NEUTRAL AND A 4-LOW POSITION):

1. Tow only in a forward direction. Position the vehicle to be towed behind the towing vehicle.
2. Securely attach the vehicle to the tow vehicle.
3. Firmly apply the parking brake, start the engine and shift the transmission to Neutral. Caution: Shifting the transmission to Neutral can cause the vehicle to roll and may cause personal injury.
4. Shift the transfer case to Neutral. Caution: Shifting the transfer case to Neutral can cause the vehicle to roll, even if the transmission is in Park (automatic), and may cause personal injury.
5. Check for transfer case Neutral by shifting transmission to Reverse, then Drive, and verify that there is no engagement.
6. While the transmission is in Drive, turn the ignition key to Accessory.
7. Shift the transmission to Park.
8. Depower the vehicle by removing the negative cable at the battery. This procedure must be followed or the steering column could be damaged.
9. Cover the negative battery post with a nonconducting material and prevent any contact between the negative battery terminal and the negative battery cable. Notice: If power is provided by accidental contact of the cable and terminals, damage to the towed vehicle may result, which would not be covered under the New Vehicle Limited Warranty.
10. Verify the steering column is unlocked.
11. Release the parking brake only after verifying the towed vehicle is attached to the towing vehicle.
12. The ignition key must remain in the towed vehicle. Manually lock the doors and use second key for access.

DISCONNECTING THE TOWED VEHICLE

1. Leave the truck connected to the tow vehicle.
2. Connect the battery.
3. Set the parking brake and place transmission in Park.
4. Shift the transfer case to 2 HI.
5. Disconnect the truck from the towing vehicle.
6. Reset any lost presets.

FLAT (DINGHY) TOWING CAPABILITY

	CAMARO	COLORADO	CORVETTE	CRUZE	EQUINOX	EXPRESS	IMPALA	MALIBU	SILVERADO	SONIC	SPARK	SPARK EV	SS	SUBURBAN	TAHOE	TRAVERSE	TRAX	VOLT
2WD	No	No	No	Yes[1]	Yes	No	No	Yes	No	Yes[1]	Yes	No	No	No	No	Yes	No	No
4x4	–	Yes	–	–	–	–	–	–	Yes	–	–	–	–	Yes[2]	Yes[2]	–	–	–
AWD	–	–	–	–	Yes	–	–	–	–	–	–	–	–	–	–	Yes	No	–

1 *With manual transmission only.* 2 *Requires available 2-speed transfer case.*

15 DINGHY TOWING (CONTINUED)

TRAILERING WITH YOUR CHEVROLET Chevrolet vehicles are built strong and durable to handle the demands of trailering. Certain equipment that prepares a Chevrolet vehicle for trailering is standard: a large fuel tank, a high-capacity alternator and a front stabilizer bar. For other available trailering-related equipment, talk to your dealer. You'll need a hitch, of course, and a wide selection of hitch types is available, either as factory equipment or from your dealer. In addition, if you plan to tow frequently, you should equip your Chevrolet vehicle with the available Trailering Package. This package includes a trailer hitch platform and an electrical harness. Also required with this package are a hitch ball, a mounting head, and possibly weight-distributing and anti-sway assemblies; these are available through aftermarket sources. Please carefully review your Chevrolet Vehicle Owner's Manual for important safety information about trailering with your vehicle.

WORDS ABOUT THIS GUIDE We have tried to make this guide comprehensive and factual. We reserve the right, however, to make changes at any time and without notice in prices, colors, materials, equipment, specifications, models and availability. Information may have been updated since the time of publication. Please check with your Chevrolet dealer for complete details. Chevrolet reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times. Chevrolet vehicles are equipped with engines produced by GM Powertrain or other suppliers to General Motors worldwide. Allison is a registered trademark of Allison Transmission, Inc. GM, the GM logo, Chevrolet, the Chevrolet logo, and the slogans, emblems, vehicle model names, vehicle body designs and other marks appearing in this guide are the trademarks and/or service marks of General Motors, its subsidiaries, affiliates or licensors.
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